

WEATHER.

Partly cloudy today and tomorrow; probably lower; showers; not much change in temperature. Temperature for twenty-two hours ended at 10 o'clock last night: Highest, 88.0; lowest, 71.6. Full report on page 5.

The Sunday Star.

Member of the Associated Press

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FIVE CENTS.

STRIKERS MUST RETURN BEFORE CONGRESS ACTS

Belief at Capitol No Legislation Is Likely Otherwise.

PRESIDENT CONFERS WITH SENATE BODY

House Members Would Be Called to City If Emergency Demands Law Changes.

BY G. GOULD LINCOLN.

Unless an emergency should arise making it necessary for the government, in order to protect the public, to take over the coal mines or the railroads, no legislation will be attempted by Congress to deal with either the mines or the roads until after the strikes have been settled.

This was the general belief at the Capitol yesterday following conferences between the President and Republican and Democratic members of the Senate Interstate Commerce Committee.

Should an emergency arise demanding legislation giving the President the power to seize the mines or the roads, the House of Representatives would be called back to Washington immediately by the President. In the ordinary course of events the House will not return until August 15.

It is understood that the President believes it will not be necessary to summon the House.

There is a general willingness on the part of senators to keep hands off the strike situation and to give the administration full sway in effecting an adjustment of the mine and railroad labor differences. Nothing should be done, they hold, which might embarrass the executive in handling the situation.

On the other hand, it was indicated yesterday, legislation will be undertaken as soon as the men have gone back to work looking to a prevention of future disturbances tying up the coal supply and the transportation of the country.

Senator Cummins, chairman of the Interstate Commerce Committee and co-author of the Esch-Cummins transportation act, creating the Railroad Labor Board, following his conference at the White House with the President, was closeted at the Capitol for two hours and a half yesterday afternoon with representatives of the railroad brotherhoods.

The brotherhoods are not involved in the strike, Senator Cummins pointed out later, but they are keenly interested in it. Their representatives pointed out to Mr. Cummins that the brotherhoods are the trainmen, who must operate the trains. The locomotives and cars, due to the strike of the shompen, they said, are getting into bad order, becoming unsafe.

The plain intimation was, Senator Cummins said, that the trainmen might eventually refuse to operate many of the locomotives and cars because of "bad order."

"It is easy to see to what this tends," was his comment. If the trainmen refuse to take out the trains because they are not safe, the same result would obtain as if they were on strike, so far as the public is concerned.

The representatives of the brotherhoods had demanded, Senator Cummins said, the repeal of all the labor provisions of the transportation act—which would mean the abolition of the Railroad Labor Board. He pointed out, however, that this was nothing new, as the brotherhoods always had opposed the labor provisions of the transportation act.

Willing to Amend Act. Senator Cummins indicated that he would be willing to have the transportation act labor clauses amended—after the men had gone back to work—so they should state specifically that in fixing wages of the workers, the Railroad Labor Board should take into consideration living costs and provide for a "living wage."

"No man should be required to work for less than a living wage," said Senator Cummins. "The transportation act, by implication, at least, now taken into consideration a living wage, and I have no doubt but what the Labor Board took that into consideration in making its decision regarding the wages of the shompen."

The proposal to amend the transportation act in accordance with suggestion may be offered as an inducement. It was believed last night, to get the shompen to go back to work. In some quarters, it was suggested, too, that the administration might propose that if the men would go back to work it would use its influence to obtain for the men the authority standing behind the railroad strike. This issue is said to be one of the chief stumbling blocks to a settlement today of the strike. There was no confirmation of this latter report, however.

If the transportation act is amended so as to have a "living wage" specifically mentioned, it will be necessary to define a living wage. So far as could be learned last night, only one official attempt to define a living wage has been made by a government agency—by the War Labor Board, created during the war.

Living Wage Defined. The War Labor Board decided that a "living wage" must be sufficient to provide a decent home, adequate food and clothing, burial outside of the potter's field, medical treatment other than at free dispensaries and freedom from dependence on child labor.

Strike Developments

RAILROAD.

President Harding spent most of yesterday conferring with Ben Hooper, chairman of the United States Railroad Labor Board, and members of Senate committees on the railway strike, but no course of action was made public.

Secretary Davis conferred with W. L. McMillen of the Labor Board and B. M. Jewell and other strike leaders at Mooseheart, Ill., to gain all possible information on the controversy.

Agreements between the roads and employees prevented strikes of 7,500 clerks, freight handlers, station and express employees on the Chicago and Northwestern railway and 4,000 on the Big Four.

The Railroad Labor Board will be asked to arbitrate wage differences between the Michigan Central and 9,000 maintenance of way employees, it was announced.

Eastern roads are planning to form company unions. L. F. Lore, chairman of the eastern presidents' conference of railway executives, announced.

MINE.

A new peace plan was submitted to President Harding and mine workers' leaders by John F. Durkan, mayor of Scranton, Pa.

Government agencies took steps to effect emergency distribution of fuel to needy railways and public utilities.

Federal survey of strike situation gives 610,000 miners on strike and 185,000 still at work.

Michigan officials report coal shortage becoming more acute with supplies at several state institutions virtually exhausted.

London reports heavy demand for ships to transport English coal to the United States.

HOOSIER GOVERNOR THREATENS FORCE

Will Call Out Militia If Necessary to Protect Public, He Says.

By the Associated Press.

INDIANAPOLIS, July 22.—Gov. McCray of Indiana today declared that he could not believe that the will of thirty thousand miners and a given number of operators should be considered paramount to the interests of the balance of the three million people who constitute the state of Indiana.

The governor made the declaration in an exchange of correspondence with Harold A. Henderson, general counsel for district No. 11, United Mine Workers of America, over the possibility of proclaiming martial law in connection with the operation of coal mines.

Declaring that martial law would be the last resort, the governor added that if it becomes necessary to mine coal under arms "in order to protect the 15,000 unfortunate wards of the state for whose care and comfort the state is responsible, it shall be done."

The governor's letter, sent today to Mr. Henderson, was in reply to a communication yesterday in which the miners' counsel declared that a majority of the 30,000 Indiana miners are peaceful, that to proclaim martial law would be "of far more serious moment" than the strike.

(Continued on Page 3, Column 5.)

THREE ISSUES BAR WAY TO PEACE, SAYS JEWELL

By the Associated Press.

CHICAGO, July 22.—Three main principles now prevent a possible settlement of the railway shompen's strike, B. M. Jewell, head of the railroad department of the American Federation of Labor, said in a statement tonight. These issues, he said, are found in the refusal of the rail executives:

1. To discontinue contracting-out of work.

2. To establish a national board of adjustment.

3. To continue seniority rights of employees who suspended work.

"The responsibility for increasing losses to the railroads, to the communities they serve and to the wage-earners upon the railroads and elsewhere, through continuance of the present suspension of work," the statement said, "rests now plainly upon the association of railway executives and particularly upon that small but dominating group representing the New York banking interests."

Accuses Railroads. Pointing out that the Railroad Labor Board has decided against the practice of contracting out railroad work in certain cases, Mr. Jewell asserted that the Erie railroad, the New York Central and its subsidiaries, including the Indiana Harbor Belt, the Michigan Central and the Big Four, and the Western Maryland road have all contracted out work.

"Many other roads," the statement said, "have followed the same practice, and always with the purpose and result of reducing wages, working conditions, and the general welfare of the employees' organizations."

Asserting that the Erie, New York Central and Western Maryland as well as other roads have announced their decision to fight decisions "in this matter to the highest court, Mr. Jewell said, the statement said, "the board's decision against the practice would be set at naught for years by some roads, while he said if courts continue to decide that the board's powers are only advisory "eventually all railroads will be able to adopt the con-

(Continued on Page 3, Column 5.)

SECRECY FOLLOWS PRESIDENT'S LONG PARLEY ON STRIKE

Senators and Hooper Are Closeted at White House for Rail Discussion.

MR. HARDING BELIEVED TO WANT NO NEW LAWS

Cummins Gets Many Complaints of "Bad-Order" Engines and Danger of Continued Use.

By the Associated Press.

President Harding spent eight hours yesterday in close study of the railroad strike situation, but when his activities were concluded there was not the slightest intimation concerning conclusions reached or possible course of administration action.

Ben W. Hooper, chairman of the Railroad Labor Board, was the President's chief informant, but a part of the time Senators Cummins of Iowa, Watson of Indiana and Kellogg of Minnesota, all republican members of the Senate Interstate Commerce Committee, were closeted with the President and Mr. Hooper. Later also Senators Underwood and Pomerene, Democratic members of the same Senate committee, saw the President.

For these conferences all the usual engagements were set aside. Mr. Hooper left the sessions after lunching with the President, and last night returned to Chicago. He gave the President a direct and full account of every move that had been made by the Labor Board since the shop craftsmen walked out July 1, and further, a view of the positions taken by the strike leaders, and by the executives of the railroads with whom the board has dealt. This was supplemented by the three republican senators, who themselves went over issues in the controversy with heads of eastern railroads in a meeting in Washington last week.

Wants No New Legislation. There was no discussion concerning the enactment of legislation, senatorial participants insisted, and President Harding was represented as believing that new law would be unnecessary and unhelpful for the moment. The question of seniority rights was again held to be the chief stumbling block to the return of the men now out, railroad executives largely insisting that strikers had lost their relative service positions in employment by striking and the union leaders contending that employees taken on in their places should be dismissed.

Suggestions that the President intended to take action in the rail strike without reference to the labor board were made after the session, but apparently without official sanction. There also were inferences that Chairman Hooper might be carrying back to Chicago some new suggestions, on which tentative negotiations in an endeavor to get the strike called off might be resumed. Participants, however, were unwilling to discuss any phase of possibilities that the White House discussions revealed.

"I do not view the railway situation," (Continued on Page 3, Column 4.)

WHITE ARRESTED IN PLACARD FIGHT

Provides Bond and Removes Strike Poster Pending Court Action.

By the Associated Press.

EMPORIA, Kan., July 22.—A warrant charging William Allen White, author and editor, with violation of the industrial code law in displaying a placard sympathizing with the striking railroad shompen, was issued in district court here today.

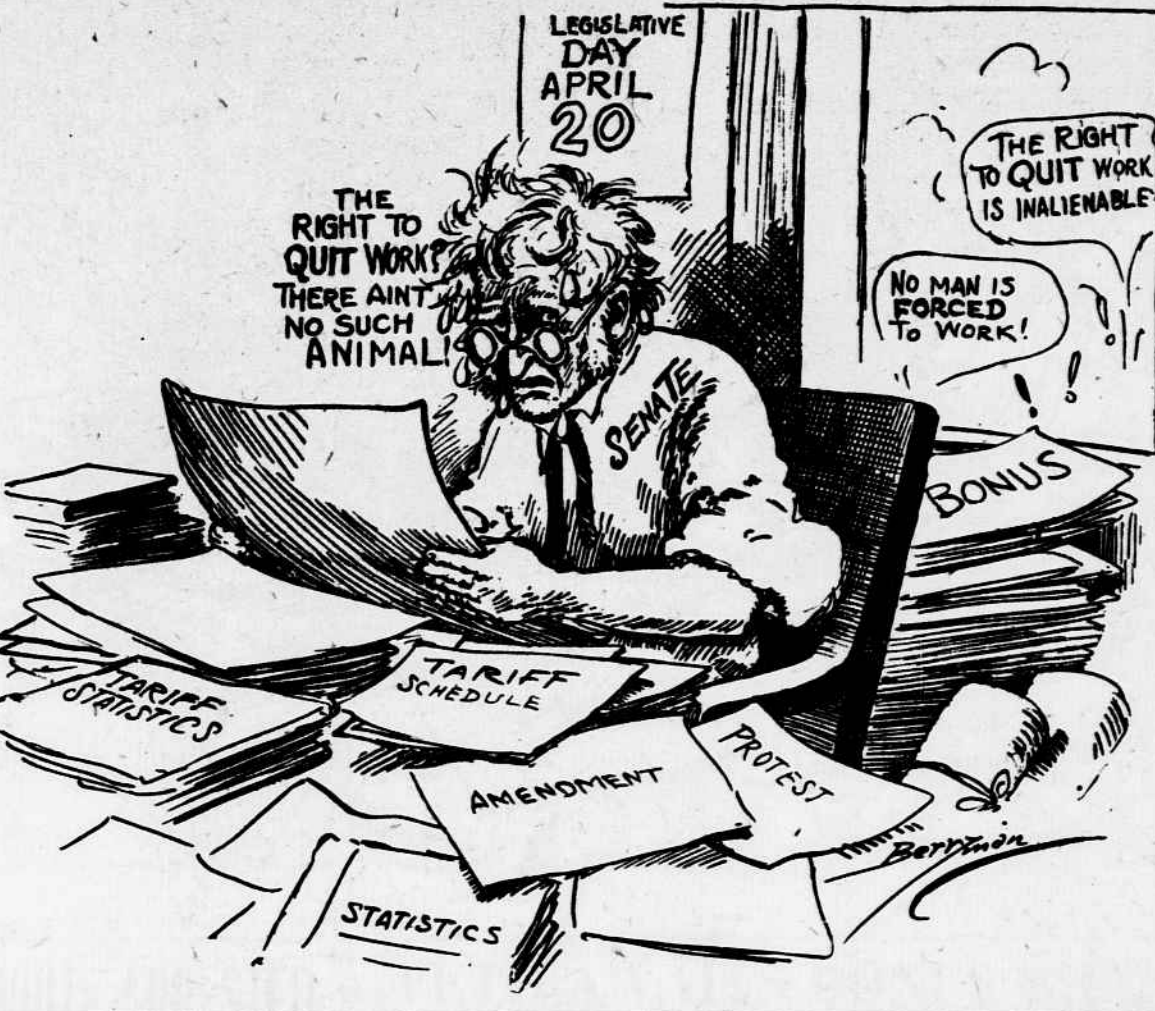
Mr. White, through his attorney, immediately made bond for his appearance when the case is called for trial in district court here next October.

The warrant, signed by Roland Boynton, county attorney, a nephew of Mr. White, was issued on an information filed by a representative of Gov. Henry J. Allen, lifelong friend of Mr. White.

Placarding Withheld. In a statement given out when the warrant was issued, Mr. White said the objectionable placard would not be displayed pending legal settlement of the case. The statement explained that this action was "no compromise, absolutely no acknowledgment of the right of the state to suppress free expression, published in decent and orderly manner," but followed "a profound belief in law and legal processes."

Several days ago Mr. White posted the placard in a window of his newspaper office, the Gazette. The yellow poster announced "We are for the striking railroad men 50 per cent."

Mr. White said he would add 1 per cent each day as the shompen's strike (Continued on Page 3, Column 2.)



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WOULD NOT COMPROMISE

State Has No Right to Suppress Utterances, Kansas Editor Holds.

By the Associated Press.

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VETO AWAITS BONUS BILL, IF REPORTS ARE CORRECT

Recent Visitors to White House Freely Told of Opposition—Passage Over Executive Not Expected.

By the Associated Press.

President Harding has informed recent visitors that he will veto the soldier bonus bill, it was reported last night.

Senatorial leaders, who have planned to discuss with the President the bonus bill and his attitude toward it, together with such changes as might be necessary to win his approval of the measure, denied that they had heard the President had declared his intention to veto the bill. They have put off taking up the bonus bill, or any legislative matters with the President until the coal and railroad strikes have been settled, they said.

Nevertheless, the impression that the President would veto the bonus bill has gained ground among some of the senators, it was learned. So much so, that a poll has been undertaken to ascertain the possibility of passing the bill over the presidential veto. It would require a two-thirds vote to accomplish this end, and it has been developed by the canvass so far made that at least thirty senators would not support a motion to pass the bill over the veto. Probably other senators would vote against such a motion also, it was said. Even the supporters of the bonus plan admit that it would be very difficult to put it through if the President refused his approval.

Ready to Answer All. It is said that the President, in telling visitors he would veto the bonus bill, declared he had no hesitancy in expressing his views; that he would tell any one who put the question to him—meaning the members of Congress, of course.

The fact that in many sections of the country it is reported sentiment has swung against the soldier bonus bill has given the opponents of the bonus measure confidence it will never become a law. The President and the Secretary of the Treasury have repeatedly called attention to the state of the Treasury and declared it could not stand the added drain which a bonus bill would put upon it. The President has insisted the bonus bill, if it is passed, carry provision for raising the money to pay the bonus. The pending bill makes no such provision, and it will be passed without such a provision. Under a special order entered into by the Senate several weeks ago, the bonus bill is to be taken up for consideration as soon as the tariff bill has been passed. That the bonus bill will be passed by the Senate once it comes to a vote, even its opponents concede. They say they do not expect a long filibuster against the bonus bill, though it will be discussed thoroughly. They are banking heavily on the hope and belief the President will veto the bill.

See Tariff Enactment. The opponents of the bonus insist that the President will win far more friends in the country by such a course than he would by signing the bill.

The tariff bill, it is now predicted by Senate leaders on both sides of the chamber, will be passed by the Senate by August 15, or perhaps a few days later. Then will come the consideration of the bonus bill.

But of candidates for nomination for the Senate and House in recent primaries, who have supported the bonus bill, has given members of Congress considerable food for thought. But the republican majority in the Senate has pledged itself so often to the passage of the bonus bill that it must go forward with it, it is said.

CENTURY-OLD LAWYER, FORMER U. S. SENATOR, HANDLES OWN SUIT

By the Associated Press.

LOS ANGELES, Calif., July 22.—Cornelius Cole, former United States senator from California, who will be 100 years old next September 17, and who made a law office, will act as his own attorney in an action he has brought against the city of Los Angeles for damages to his property by storm waters.

He asked presiding Judge Frank R. Willis of the superior court to set the case for an early trial.

The judge inspected the calendar and replied: "Well, senator, if you are going to try the case yourself, we'll set it in your second year, October 18. You will have the distinction of being the first attorney more than 100 years old to try a case in the California courts."

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FIRST WOMAN ATTACHE OF AMERICAN EMBASSY SAILS FOR TOKIO POST

SAN FRANCISCO, July 22.—The first woman attache ever assigned to an American embassy in the orient, Miss Maud Miles of Erie, Pa., cleared the Golden Gate today when the Pacific mail liner President Lincoln left for the far east.

Miss Miles' appointment to the Tokio embassy came in recognition of her efficiency when she was secretary to the advisory committee at the Washington conference on limitation of armaments.

Members of the Philippine mission, en route home from Washington, where a plan for independence was made to administrative officials, also were on the passenger list.

Others sailing today were William K. Vanderbilt, Jr., who will visit the orient on a pleasure tour, and C. P. Chan of the Chinese diplomatic service, recently stationed at London.

NURSE NEAR DEATH AFTER AUTO WRECK

Severely Burned When Machine Fired in Wreck With Street Car.

DR. KARPMAN ALSO HURT

Miss Lawhorne Not Expected to Recover, But Physician's Injuries Held Slight.

Trapped in the blazing wreckage of an automobile which had crashed with a street car at Cathedral and Connecticut avenues, Miss Rosalie Lawhorne, a student nurse of Washington Asylum Hospital, was severely burned, bruised and internally injured yesterday afternoon that little hope is held for her life at Emergency Hospital. Dr. Benjamin Karpman of St. Elizabeth's Hospital, who was driving the car, is suffering from bruises and cuts.

Dr. Karpman was driving east on Cathedral avenue, which was wet from the rain, and started to turn south onto Connecticut avenue when his car skidded across the car tracks in front of a northbound car. In the crash, gasoline was spread; it ignited, and the wreckage began to blaze fiercely.

Dr. Karpman was severely injured himself, but being caught in a place of the wreckage much easier of escape was enabled to get away from the flames. The crowd that gathered fought fiercely to extricate the suffering girl from the blazing car, but it was not until much of her body had been badly burned and all the hair had been burned from her head that she was dragged forth.

Both Miss Lawhorne and Dr. Karpman were placed in a nearby automobile and rushed to Emergency Hospital. Dr. Karpman was found to have suffered only severe shock, bruises and cuts, while Miss Lawhorne was not only badly burned, and shocked, but suffered, physicians said, internal injuries.

While there was some slight hope for saving the nurse's life, physicians said, in all cases where as much of the body had been burned there was usually small chance of recovery.

MRS. HALL RELEASED IN VIRGINIA MURDER

Had No Part in Death of Mrs. Copperthite—Police Hunt Two Suspects.

Virginia authorities last night announced that Mrs. Alice Katie Hall, thirty-two years of age, a resident of a houseboat at the foot of 24th street, who was arrested in a local police Friday night during their investigation of the death of Mrs. James Copperthite of New Cut and Canal roads, had been released.

The Virginia police are awaiting developments, according to Sheriff A. C. Clements, in the police search for Daniel Howeth and John Reynolds, who were recommended to be held as accessories in the case surrounding the beating to death of Mrs. Copperthite in a shack on the west side of Little river near Aqueduct bridge early Friday morning. Howeth, whose address has been understood to be the U. S. Soldiers' Home, is alleged to be the owner of the shack. Reynolds lives in Georgetown, but police of the seventh precinct reported last night that no trace of him has been found.

Police of the tenth precinct have inquired at the Soldiers' Home for Howeth. Knowledge of such a person as a resident there was denied by officials, it was said.

Mrs. Hall was arrested by the police in the belief that she was a material witness in the case. Sheriff Clements declared after suitable investigation no valid reason was found for holding her.

SIX DEAD IN COLLISION.

Engineer Added to St. Louis-San Francisco Fatalities.

SPRINGFIELD, Mo., July 22.—The number of dead in the head-on collision of two St. Louis-San Francisco passenger trains at Logan, near here early today, was increased to six late today when it was established that five members of Andrew Hammer's family of St. Louis, Mo., had been killed.

The sixth victim was an engineer, C. H. Ring of Monett, Mo., who was killed when the train struck a freight car.

The train was carrying a large number of passengers, and the collision was one of the worst in the history of the St. Louis-San Francisco system.

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WOMAN IN ACID MYSTERY TAKES BLAME FOR ALL

"Did It Myself," She Tells Mount Rainier Police in New Confession.

PLOT ONLY THICKENED BY "COMPLETE FACTS"

Mrs. Cavey and Sister-in-Law Held Under Bond Pending Hearing.

Her sightless eyes bandaged and her frail body shaking with emotion, Mrs. Louisa Brooke, the "victim" in Mount Rainier "mystery plot" mystery, yesterday evening unfolded a remarkable version of how she came by her wounds and disfigurements—a story designed to clear of all blame the wife and sister-in-law of Bradley Cavey, the "man in the case," but which served only to further tangle the threads in one of Maryland's strangest criminal cases.

"Every one you have arrested is innocent," she declared in starting what she termed her "complete confession" at a private hearing in Mount Rainier before Justice of the Peace Robert E. Joyce and Constable Thomas H. Garrison. "All I told Bradley Cavey about the acid-throwing and attempts on my life was absolutely untrue. He told you only what I told him; he thought I was telling the truth. I alone did it to scare him into stopping his attentions to me. I hoped to rectify the wrong he was doing his wife and baby and that I was doing my husband."

Although the woman's story was recounted fairly and quietly, as she frequently bit her lips and her emotions, it was evident that a number of points in her account, given with much hesitancy, did not satisfy her listeners. After she had asserted that she burned both of her wrists with lye applied with a clothespin, the bandage from one of her wrists was removed, disclosing cruel marks such as would be left by tightly bound ropes.

Says Life Threatened. What the authorities considered her most significant statement, obtained by careful grilling, was: "Yes, Mrs. Cavey threatened to kill me, later declaring she would get me one to do it for her." Realizing that much interest was being manifested by the officers in this statement, she hastened to add that she supposed Mrs. Cavey "lost her temper."

The private "confession" of the injured woman followed a public hearing before Judge Joyce, in which Mrs. Cavey and her sister, Rosie Bradie, were released in bail fixed at \$2,000 and \$1,000, respectively, furnished by O. P. Rye, a friend. Constable Garrison had asked that bond of \$10,000 be set for each of the women, but technical warrants against them, charging "assault with intent to kill," the trial was set for August 1 at request of Mr. Maurice Meyer of Baltimore, counsel for the defendants.

"I suppose I will be asked why I did all this," Mrs. Brooke said in opening her talk. "I tried to make redress for my wrong, but I couldn't. It has come about just I told you. Cavey when I was urging him to stay away. He has his wife and family. I have nothing. They even took my boy away from me today. I adopted him seven years ago, and now the authorities have taken him back."

Beginning of Letters. "I will start at the beginning. Four years ago Mr. Cavey threw out of a train window a Saturday Evening Post on which was written his name and address. I wrote to him and mailed the letter to the address given. We exchanged letters. After a while he came to my home and had a talk with me. We meant no harm, yet I knew I was doing wrong and I tried to break off from him. I realized I was doing a great injustice to my home, but Mr. Cavey insisted there was no harm in his writing and talking to me."

"So this state of affairs went on. Mr. Cavey was willing to stop. Then Mrs. Cavey came to see me. She said she had found the paper with the address which her husband had given me and also some of my letters to him. She told me he was married and that I was married and said we must break up. I promised that I would. When Mr. Cavey first met me he told me he was not married, and for three years I thought he was single. I asked him why he didn't tell me he was married and he explained he knew I wouldn't write to him in that event."

"Afterward Mrs. Cavey and her husband came over to my house and we both tried to persuade him not to write to me, but he wouldn't listen. I tried to effect a reconciliation between them—I wanted to rectify the wrong I had committed. I told him that when the end came I would stand it out alone, and that's what I'm doing today. He refused to go back to his wife, and shortly after they left my house together, but a few minutes later he came back to me."</